8th September 1928]

List of publications furnished to the Government of Bihar and Orissa.

1. A Statistical Atlas of the Madras Presidency, 1923, Ganjam district and Agency Division.
2. Village statements of the Agency division and the Ganjam district.
3. Administration Report of the Ganjam Agency for 1925-26.
4. Gazetteer of the Ganjam district, Volume II (1905).
5. List of Gazetted Officers in the Madras Presidency for August 1926.
6. Extract of report from the President, District Board, Ganjam, on the communications in the district.
7. A copy of the Ganjam District Manual (but it was published over 45 years old).
8. Madras Census Report for 1921 (Volume XIII).

Appendix XIII.

[Vide item VI at page 519 supra.]

(A)

Notification and Rules.

Notification under section 3 *of the Cotton Transport Act*, 1923 (*III of* 1923), *as amended by the Cotton Transport* (*Amendment*) *Act*, 1925, *XXXIV of* 1925.

Whereas it is necessary for the purpose of maintaining the quality and reputation of the cotton grown in the areas in the Madras Presidency mentioned in schedule I hereto appended :

Now, therefore, in exercise of the powers conferred by sub-section (1) of section 3 of the Cotton Transport Act, 1923 (III of 1923), as amended by the Cotton Transport (Amendment) Act, 1925 (XXXIV of 1925), and in supersession of the notification No. 344, dated 18th November 1925, at page 2244, Part I of the *Fort St. George Gazette*, dated 24th November 1925, the Governor acting with his Ministers is hereby pleased to prohibit the import of cotton (kapas, ginned cotton, or cotton waste) into the said areas by rail and sea save under and in accordance with the conditions of a licence prescribed in this behalf.

(2) The Governor acting with his Ministers is further pleased to prohibit under sub-section (2) of section 3 of the said Act, the delivery to, and the taking of delivery by, any person, at any railway station situated in any of the protected areas and specified in schedule II hereto appended, of any cotton (kapas, ginned cotton or cotton waste) when such cotton has been consigned from a railway station not situated in the said area unless such person holds the prescribed licence for its import into the said area.

(3) The transport of cotton seed into the protected areas as defined in schedule I is exempted from the operation of clauses (1) and (2) and permitted without restriction.

[8th September 1928

(B)

SCHEDULE TO NOTIFICATION.

Schedule I—Protected Areas.

1. *The Northerns and Westerns area.*—Consisting of the districts of Kurnool, Bellary, Anantapur and Cuddapah.

2. *The Southerns area.*—Consisting of the districts of Chingleput, South Arcot, Chittoor, North Arcot, Salem, Coimbatore, Trichinopoly, Tanjore, Madura, Ramnad and Tinnevelly.

Schedule II—Railway Stations.

1. *The Northerns and Westerns area.*—All stations from Kottur to Hospet both inclusive, from Rayadrug to Bellary both inclusive, from Hospet to Guntakal both inclusive, from Guntakal to Hindupur both inclusive, from Guntakal to Tungabhadra river both inclusive, from Dharmavaram to Tanakallu both inclusive, from Guntakal to Cumbum both inclusive on the Guntakal-Bezwada line, from Dhone to Kurnool both inclusive, and from Guntakal to Settikunta both inclusive.

2. *The Southerns area.*—All stations from Mambalam to Dhanushkodi Pier both inclusive, from Chingleput to Arkonam both inclusive, from Villupuram to Katpadi both inclusive, from Villupuram to Chinnababusamudram both inclusive, from Mayavaram to Tranquebar both inclusive, from Mayavaram to Arantangi both inclusive, from Tirutturaippundi to Agastiyampalli both inclusive, from Tanjore to Nagore both inclusive, from Nidamangalam to Mannargudi both inclusive, from Trichinopoly to Erode both inclusive, from Madura junction to Tuticorin both inclusive, from Maniyachi to Tenkasi both inclusive, from Tinnevelly junction to Tiruchendur both inclusive, from Tiruchendur to Tissianvilai both inclusive, from Virudhunagar to Tenkasi both inclusive, from Tiruvottiyur to Arambakkam both inclusive, from Villivakkam to Madukarai both inclusive, from Arkonam to Mamunduru both inclusive, from Renigunta to Akkurti both inclusive, from Renigunta to Katpadi both inclusive, from Pakala to Mulacalacheruvu both inclusive, from Walajah Road to Ranipet both inclusive, from Jalarpet to Gudupulli both inclusive, from Tiruppattur to Krishnagiri both inclusive, from Morapur to Hosur both inclusive, from Salem junction to Salem town both inclusive, from Podanur to Pollachi both inclusive, and from Podanur to Kallar both inclusive.

(C)

Rules under section 7 *of the Cotton Transport Act*, 1923 (*III of* 1923), *as amended by the Cotton Transport* (*Amendment*) *Act*, 1925 (*XXXIV of* 1925).

In exercise of the powers conferred by section 7 of the Cotton Transport Act, 1923 (III of 1923), as amended by the Cotton Transport (Amendment) Act, 1925 (XXXIV of 1925), and in supersession of the notification No. 345, dated 18th November 1925, at pages 2245—47, Part I of the *Fort St. George Gazette*, dated 24th November 1925, the Governor acting with his Ministers is pleased to make the following rules to carry out the purposes of the said Act, namely :—

(1) *Licensing authority* ; *form of application for a licence.*—Licences for the import of cotton by rail and sea into the protected areas shall be granted

8th September 1928]

by the Director of Agriculture, Madras Presidency, or such other officer as may be authorized by him in this behalf, and application shall be made to that officer in Form A annexed to these rules.

(2) No cotton (kapas, ginned cotton or cotton waste) of which the import has been prohibited by or under section 3 of the Cotton Transport Act, 1923, as amended by the Cotton Transport (Amendment) Act, 1925 (XXXIV of 1925), shall be imported into a prohibited area by sea save under and in accordance with the conditions of a licence issued as provided by these rules.

(3) *Licences for import of cotton for manufacture and export.*—(i) Annual licences for import by rail shall be granted to maufacturers and exporters carrying on business within the protected area for the importation of cotton or of any specified kind of cotton from outside such area for manufacture and export to any port or ports in or outside India provided it or they is or are not in a protected area. Such licences shall be in Form B hereto annexed and shall be subject to the conditions stated therein.

(ii) A certified copy of such licences in Form C hereto annexed shall be tendered with each consignment at the despatching station and shall accompany the railway invoice to the station of delivery and shall then be forwarded by the railway authority concerned to the railway audit office for despatch to the Secretary, Indian Central Cotton Committee.

(iii) The licence shall be returned to the licensing authority at the expiration of the period for which it is granted together with all unused certified copies of the same.

(4) *Licence for particular consignment by rail.*—(i) A single licence to cover only one consignment may be granted to such persons as can satisfy the licensing authority that it is necessary to import cotton or any specified kind of cotton (that is, kapas, ginned cotton or cotton waste) into the protected area. Such licences shall be in Form D hereto annexed and shall be subject to the conditions stated therein.

(ii) Such licence shall be surrendered at the station of delivery to the Stationmaster or other railway servant responsible for the receipt and delivery of goods and parcels at the time of taking delivery of the cotton covered by the licence who shall forward it to the licensing authority.

(iii) A certified copy of such licence in Form E hereto annexed shall be tendered with each consignment at the despatching station and shall accompany the railway invoice to the station of delivery and shall then be forwarded by the railway authority concerned to the railway audit office for despatch to the Secretary, Indian Central Cotton Committee.

(5) *Licence for particular consignment by sea.*—(i) A single licence to cover only one consignment may be granted to such persons as can satisfy the licensing authority that it is necessary to import cotton or any specified kind of cotton (that is, kapas, ginned cotton or cotton waste) by sea into the protected area. Such licences shall be in Form F annexed and shall be subject to the conditions stated therein.

(ii) Such licence shall be delivered at the place specified by the licensing authority to the officer mentioned in the licence, who shall forward to it the licensing authority.

[8th September 1928

(6) *Separate licences to be issued for different kinds of cotton.*—Separate licences shall be issued for different kinds of cotton, that is to say, for ginned cotton, unginned cotton (kapas) and cotton waste.

(7) *Penalty.*—Any contravention of these rules or of the conditions of any licence granted hereunder, not otherwise punishable under the said Act, shall be punishable on conviction by a Magistrate with fine which may extend to five hundred rupees.

Form A.

Application for licence.

(*See* Rule 1.)

To

The Director of Agriculture,
Madras Presidency.

Sir,

I/We the undersigned hereby beg to apply for a licence under the Cotton Transport Act, 1923 (Act III of 1923), as amended by the Cotton Transport (Amendment) Act, 1925 (XXXIV of 1925), available for the period of
for the importation by rail/sea of
bales/* maunds of ______________________ [State whether ginned cotton, unginned cotton (kapas), or cotton waste]
into the protected area known as notified in Government Notification, Development Department, No. , dated ,
at † station from ‡
for the purpose of .

I/We so beg to apply for a certified copy of the licence (as required by the said Act).

2. I/We declare that such cotton/kapas/waste is required for the purpose of
only and will not be otherwise used save under the instructions of the licensing authority.

Reasons why importation is necessary (*a*).

3. I/We undertake—

(1) in the event of the cotton/kapas/waste imported under the said licence proving unsuitable for the purpose for which it is imported, to report the matter to the

(*a*) Reasons should be clearly stated as licences are only issued in cases of proved necessity. In the case of applications for licences to import by sea, the form should be modified as may be necessary.

* Maund = 82$\frac{2}{7}$ lb.

† Here enter station of import.

‡ In the case of applications for single licences, the station of export should be entered here.

8th September 1928]

licensing authority and to await his approval to its disposal otherwise before allowing such cotton/kapas/waste to leave my/our premises;

(2) that under no circumstances will I/We allow cotton/kapas/waste imported under the said licence to be used for mixing with, or adulteration of cotton/kapas produced in the protected area for re-export nor will I/We allow it to be re-exported under a misdescription;

(3) to return the said licence on expiration of the period for which it is granted to the licensing authority together with such details as he may require as to the cotton/kapas/waste imported under it and of its subsequent disposal.

Dated Signed
at

Instructions.

(*a*) The Cotton Transport Act does not impose any general restriction on cotton transport but only on transport into specified areas (notified by Local Governments for protection) by rail, road, river and sea or by one or more of such routes. The notifications issued by the Government of Madras prohibit transport only by rail and sea and not transport by road and river and the prohibition applies only to ginned cotton, unginned cotton (kapas) and cotton waste. Cotton seed is allowed to be transported freely without restriction. Each notification includes a schedule of railway stations in the protected area to which it refers. Licences are only required by concerns situated within the limits of a protected area. Licences granted under the Cotton Transport Act are available for the importation of cotton from anywhere in India but only to the stations specified. Separate licences are required for the import of each of the specified kinds of cotton, viz., ginned cotton, unginned cotton (kapas) and cotton waste. Separate rules are also in force for the importation of cotton by sea into the protected areas.

(*b*) Stationmasters or other railway servants responsible for the booking of goods or parcels at all stations in India are *empowered* by section 4 of the Act to refuse to book cotton to a notified station in a protected area unless a certified copy of the licence is handed in when the cotton is tendered for booking. Each consignment requires a separate certified copy which will accompany the railway invoice to destination.

(*c*) Stationmasters or other railway servants responsible for the receipt and delivery to the consignee of goods and parcels at notified stations are *required* by section 5 of the Act to refuse delivery of cotton from outside the protected area (which is defined by a list of stations) unless accompanied by a certified copy of the licence (or unless the original licence is produced).

(*d*) Paragraph 2 in the application form corresponds with condition (*b*) of the licence, the object being to safeguard the protected area against the misuse (which might be quite unintentional) of cotton imported under licence.

[8th September 1928

(*e*) The protected areas notified in the Madras Presidency are those contained in Government Notification, Development Department, No. , dated .

Form B.

Annual General Licence (for Manufacturers and Exporters).

(*See* Rule 3.)

No. of 192 .

Under the Cotton Transport Act, 1923 (Act III of 1923), as amended by the Cotton Transport (Amendment) Act, 1925 (XXXIV of 1925) the Mills/Company carrying on business within the protected area known as notified in Government Notification, Development Department, No. , dated , are hereby granted a general licence under section 3 of the said Act for the period February 1, 192 , to January 31, 192 , to import by rail bales/maunds of * to station for the purpose of manufacture / export to any port or ports in or outside India provided it or they is or are not in a protected area subject to the following conditions :—

(*a*) A certified copy of this licence shall be tendered with the consignment at the despatching station.

(*b*) Cotton imported under this licence shall not be used except for the purpose stated above, save under the instructions of the licensing authority.

(Sd.)

Licensing Authority.

Dated 192 .

Form C.

This certified copy should accompany the invoice to the railway audit office and should be despatched from there to the Secretary, Indian Central Cotton Committee, Bombay.

Certified copy of General Licence (for manufacturers and exporters) to be tendered at the despatching station.

(*See* Rule 3.)

Licence No. 192 . Copy No.

Under the Cotton Transport Act, 1923 (Act III of 1923), as amended by the Cotton Transport (Amendment) Act, 1925 (XXXIV of 1925), the Mills/Company, carrying on business within the protected area known as

* Here enter ginned cotton, cotton waste or kapas for which licence is granted.

8th September 1928]

notified in Government Notification, Development Department, No.
• are/is hereby granted a general licence under section 3 of the said Act for the period February 1, 192 to January 31, 192 , to import by rail bales/maunds of * to station for the purpose of manufacture/export to any port or ports in or outside India provided it or they is or are not in a protected area, subject to the following conditions :—

(*a*) A certified copy of this licence shall be tendered with the consignment at the despatching station.

(*b*) Cotton imported under this licence shall not be used except for the purposes stated above, save under the instructions of the licensing authority.

(Signed)

Licensing Authority.

Name of Consignor
Number of bales
Description of cotton

Signature of Consignor.
Signature of Stationmaster.

Dated 192 .

FORM D.

Single Licence for Consignment by Rail.

(*See* Rule 4.)

Under the Cotton Transport Act, 1923 (Act III of 1923), as amended by the Cotton Transport (Amendment) Act, 1925 (XXXIV of 1925), Messrs./Mr. are/is granted a licence available up to to import to station situated in the protected area known as notified in Government Notification, Development Department, No. , dated bales/maunds of * from (station) for the purpose of

This licence is only valid for one consignment and shall be surrendered to the undersigned, duly endorsed by the Stationmaster of the station of delivery or other railway servant responsible for the receipt and delivery of goods and parcels at the station on the arrival of the consignment :—

(*a*) A certified copy of this licence shall be tendered with the consignment at the despatching station.

(*b*) Cotton imported under this licence shall not be used except for the purposes stated above, save under the instructions of the licensing authority.

(Signed)

Licensing Authority.

Dated 192 .

* State whether ginned cotton, cotton waste or kapas.

Form E.

This certified copy should accompany the invoice to the railway audit office and should be despatched from there to the Secretary, Indian Central Cotton Committee, Bombay.

Certified copy of single licence in Form D.

(*See* Rule 4.)

Licence No. of 192 .

Under the Cotton Transport Act, 1923 (Act III of 1923), as amended by the Cotton Transport (Amendment) Act, 1925 (XXXIV of 1925), Messrs./Mr. are/is granted a licence available up to to import to (station), situated in the protected area known as notified in Government Notification, Development Department, No , dated , bales/maunds of * from (station) for the purpose of

This licence is only valid for one consignment and shall be surrendered to the undersigned, duly endorsed by the Stationmaster of the station of delivery or other railway servant responsible for the receipt and delivery of goods and parcels at the station on the arrival of the consignment :—

(*a*) A certified copy of this licence shall be tendered with the consignment at the despatching station.

(*b*) Cotton imported under this licence shall not be used except for the purposes stated above, save under the instructions of the licensing authority.

(Sd.)

Licensing Authority.

Name of Consignor

Number of bales

Description of cotton

Signature of the Consignor.

Signature of the Stationmaster.

Dated , 192 .

Form F.

Single licence for consignment by sea.

(*See* Rule 5.)

Under the Cotton Transport Act, 1923, as amended by the Cotton Transport (Amendment) Act, 1925 (XXXIV of 1925), Messrs./Mr. are/is granted a licence to import to situated in the protected area known as notified in Government Notification, Development Department, No. , dated , bales/maunds of * from for the purpose of

* State whether ginned cotton, cotton waste or kapas.

8th September 1928]

This licence is only valid for one consignment and shall be surrendered to the officer in charge of the port at on the arrival of the consignment :—

Cotton imported under this licence shall not be used except for the purposes stated above, save under the instructions of the licensing authority.

(Sd.)

Licensing Authority.

Revised notification and rules under sections 3 and 7 of the Cotton Transport Act, 1923 (III of 1923), as amended by the Cotton Transport (Amendment) Act, 1925 (XXXIV of 1925).

Explanatory memorandum.

The Cotton Transport Act was brought into force in the Madras Presidency from the 24th November 1925. Under the notification then issued under section 3 of the Act, the Act was made applicable to three protected areas as follows :—

(1) *The Northern and Western area*—consisting of the districts of Anantapur, Bellary, Cuddapah and Kurnool.

(2) *The Tiruppur–Cambodia area*—consisting of the district of Coimbatore, the Karur, Musiri and Kulitalai taluks of Trichinopoly district, the Namakkal, Tiruchengode and Rasipur taluks of Salem district and that portion of the Madura district lying to the north and west of the Vaigai river.

(3) *The Tinnevelly area*—consisting of the district of Tinnevelly and that portion of the districts of Ramnad and Madura lying to the east and south of the Vaigai river.

The import of cotton into these areas by rail and sea was prohibited except under licence and delivery of cotton consigned from outside the protected areas at the railway stations situated in the protected areas was forbidden except under licence. No restriction was placed on the movement of cotton within the limits of protected areas or on the export of cotton from protected areas to places situated outside these areas. An exception was made in the case of cotton lint transported from the districts of North Arcot, South Arcot, Chittoor, Chingleput, and the taluks of Attur, Dharmapuri, Hosur, Krishnagiri, Omalur and Uttangarai of Salem district into the Tiruppur area, which was permitted without restriction. Under the rules issued simultaneously with the notification, under section 7 of the Act, the Director of Agriculture was appointed the licensing authority and necessary regulations were laid down and forms prescribed for the issue of licences by the Director of Agriculture for import of all kinds of cotton into the protected areas for certain specified purposes. The notification and rules were approved by the Legislative Council on 26th August 1925 and 7th November 1925 and published on pages 2244—2247 of Part I of the *Fort St. George Gazette*, dated 24th November 1925.

2. When the Act was introduced, the Government announced their intention to hold a Conference of cotton cultivators and persons interested in the cotton industry to consider the working of the Act for a season and to discuss

[8th September 1928

such changes in the boundaries of the protected areas as experience might show to be necessary. In July 1926, the Director of Agriculture submitted his report on the working of the new measure. In it he dealt with the difficulties met with in the working of the Act and made the following proposals :—

(1) that all references to kapas should be omitted from the licences, that only lint be permitted to be moved under licence into protected areas, and that no exception be made to this rule under any circumstances ;

(2) that the Tiruppur-Cambodia area should comprise only the Coimbatore district and the Karur taluk of the Trichinopoly district or in the alternative that in place of the present Tiruppur-Cambodia area the following three protected areas be created :—

(*a*) Coimbatore district and the Karur taluk of the Trichinopoly district,

(*b*) Trichinopoly district except Karur taluk and that portion of the Madura district lying to the north and west of the Vaigai river, and

(*c*) the districts of Chingleput, South Arcot, Chittoor, North Arcot and Salem ;

(3) that the notification and rules be amended so as to cover the import of cotton by road and to provide for the appointment thereunder of road guards at important points of entry ; and

(4) that the concession of importing lint into the Tiruppur-Cambodia area without restriction from the districts of North Arcot, South Arcot, Chittoor and Chingleput, and from the taluks of Attur, Dharmapuri, Hosur, Krishnagiri, Omalur, Salem and Uttangarai of Salem district be withdrawn.

Other proposals of minor importance were—

(1) that the restriction in the condition that exporters' annual licences are to be utilized for export "only to a port or ports *outside*" India be removed and that the rules and forms be amended so that the "licences may be issued for export" to any port *in* India which is not in a protected area ;

(2) that instead of the stations "Madura to Mandapam" specified in schedule II (iii) appended to the notification under section 3 of the Act stations "Madura to Dhanushkodi" be introduced.

3. These proposals were considered at a meeting of the Provincial Cotton Committee, Madras, held on the 6th January 1927. The general trend of the discussion showed that trade interests clashed very definitely with the views of the Agricultural Department and that the trade was definitely against the restriction of the free movement of kapas and wished to combine the two protected areas of Tiruppur and Tinnevelly into one area.

4. The meeting held on the 6th January 1927 having arrived at no definite conclusions, it became necessary to hold another meeting of the Provincial Cotton Committee, and this meeting took place on the 14th February 1927. Proposals then placed before the Committee by the Agricultural Department in regard to rearrangement of protected areas were that in addition to Northerns and Westerns area there should be—

Name of area.	Districts comprised in the area.
1. Coimbatore (irrigated Cambodia area).	Coimbatore and the taluks of Karur and Palni.

8th September 1928]

Name of area.	District comprised in the area.
2. Tinnevelly (Karunganni area).	Tinnevelly and that portion of the districts of Madura and Ramnad lying to the east and south of the Vaigai river.
3. Salem-Dindigul (Cambodia area).	Chingleput, South Arcot, Chittoor, North Arcot, Salem, Trichinopoly except the Karur taluk, Tanjore, that portion of the Madura district lying to the west and north of the Vaigai river except the Palni taluk and that portion of the Ramnad district lying to the north of the Vaigai river—Madras City to be outside this area.

One combined area instead of separate areas for Tiruppur and Tinnevelly was advocated by many of those present as in their opinion the present boundaries hampered trade and were so unpopular with the cotton firms, dealers and middlemen who had the financing and marketing of the cotton crop in their hands, that, unless the protected areas were combined, there was likely to be a sustained agitation to abolish the application of the Cotton Transport Act to the Madras Presidency altogether. They suggested that steps could be taken by the Agricultural Department to grade up the inferior cottons in the combined area, e.g., Trichinopoly, Salem and Dindigul cottons, up to the level of the superior cottons. They also contended that the constitution of Dindigul as a separate area would affect the cotton ryot in that area as there would never be a proper competitive market at Dindigul. The crop in Dindigul taluk and Trichinopoly tract was financed by the Virudhunagar dealers and until these latter could be replaced by co-operative societies which would take a long time to do, it was argued that any steps to separate Dindigul and Trichinopoly tracts from Virudhunagar would seriously jeopardise the very growing of cotton in them. In the result, the following resolution was passed by a majority :—

"There shall be only two protected areas :—

(1) Northerns and Westerns tract, as defined at present,

(2) Southerns tract comprising the eleven districts of Chingleput, South Arcot, Chittoor, North Arcot, Salem, Coimbatore, Trichinopoly, Tanjore, Madura, Ramnad and Tinnevelly."

5. The results of the discussions at these two meetings of the Provincial Cotton Committee and the reports of the Director of Agriculture containing a record of the departmental experience of the working of the Act and its views as to the future lines of action were then discussed at a Conference on the 28th February 1927 under the chairmanship of the Hon'ble the Minister for Development which was attended by 17 members representing traders and growers and Members of the Legislative Council from the Tiruppur and Tinnevelly areas. As at the meetings of the Provincial Cotton Committee, the most important subject for discussion was the question of the classification of areas and the opinion expressed by the majority of those present was in favour of a combined area for the south though the departmental representatives

explained at length and in sufficient detail the ideal of the Act and how in their opinion that was not likely to be realized by the adoption of a single unwieldy area where different distinct types of cotton recognized by the Trade were grown.

6. Other points also were discussed and it was generally agreed that no licence should be given to kapas, but that lint might be allowed without any restriction. As regards the control of road transport and the appointment of road guards at important points of entry, the difficulties in the way of establishing efficient road guards were emphasized. As regards the fixing of a time limit within which single licences should be in force it was agreed that two months were sufficient. The inclusion of the stations beyond Mandapam as far as Dhanushkodi in schedule II (iii) of the notification was agreed to by the Conference.

7. Meanwhile petitions and protests had also been received by the Government from various gentlemen and bodies representing the points of view of grower, trader, mill-owner, broker, etc. These representations showed that very diverse views were held by the different interests. There were those who favoured separation of Dindigul from Tiruppur and those who protested against such separation, those who favoured retention of the Tiruppur and Tinnevelly areas separate and those who clamoured for their amalgamation and there were again those who demanded the immediate withdrawal of the Act altogether. So far as Northerns and Westerns area was concerned, there was not, generally speaking, any opposition to the continued application of the Act though in slight details there was a desire for a change.

8. The question was therefore of immediate importance only so far as the two protected areas in the south were concerned. The matter was considered further in the light of the various petitions and protests received. Opportunity was taken by the Hon'ble Minister during his visits to many of the districts included in the areas to discuss the matter with the local representatives to the Council, and representative merchants and ryots. After a careful consideration of the views thus obtained the Government propose the following changes :—

(1) to combine the present protected areas of Tiruppur and Tinnevelly into one and to extend it so as to comprise the eleven districts of Chingleput, South Arcot, Chittoor, North Arcot, Salem, Coimbatore, Trichinopoly, Tanjore, Madura, Ramnad and Tinnevelly. The Northerns and Westerns tract will remain as defined at present, and

(2) to permit the movement of cotton seed free without licence while continuing the restriction as regards kapas and lint.

The notification and rules have been revised to give effect to these changes. The forms have also been amended so as to allow issue of exporters' licence for export to any port in India which is not in a protected area and to permit the licensing authority to fix the period for which single licences will be issued. The Provincial Cotton Committee resolved that two months should be the time limit during which single licences should be valid. According to the form now amended the licensing authority will have power to fix the period in each case subject to this maximum limit. As regards the control of road transport, it has been considered that the matter should stand over for consideration until sufficient experience has been gained of the working of the new protected areas and a study of the possible "gaps in the fence."